

## ABSTRACT OF THE DISCLOSURE

A transmission is described, in particular an automatic transmission for a vehicle, having at least one shift control element formed at least of a second shift control element half that can be brought into active frictional engagement with a first shift control element half. The shift control element halves can be connected to non-rotating and rotating transmission components, and a positive-locking coupling device is provided at least between the first shift control element half and the transmission components that can be connected thereto. The coupling device also comprises a synchromesh device. In addition, a method is described for controlling a transmission that has at least one shift control element and two shift control element halves which can be brought into active frictional engagement. When it is necessary to close the shift control element, the coupling device is synchronized by a synchromesh device, a positive-locking function of the coupling device is closed, and the halves of the shift control element are frictionally engaged.